

MARPOL Annex VI Regulation 18.2, as incorporated by reference in 40 C.F.R. § 1043.100, provides that a vessel not in compliance with the fuel oil sulfur standards will:

“(1) present a record of the actions taken to attempt to achieve compliance; and

(2) provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase.”

Vessel's Name:

Vessel's Flag:

Identification Number:

(IMO or other)

Voyage Plan

Port of Origin:

Port of Destination:

First U.S. Port of Arrival:

List of all port visits beginning with the Port of Origin and ending at Port of Destination:

1. Port of Origin:

2nd Port Visit:

3rd Port Visit:

4th Port Visit:

5th Port Visit:

6th Port Visit:

7th Port Visit:

8th Port Visit:

9th Port Visit:

10th Port Visit:

(Insert more as needed)

Date and Time Vessel Received Notice it would transit the NA-ECA:

Location of Vessel when notice was received it would transit the NA-ECA:

Date and Time vessel is expected to enter the NA-ECA:

Date and Time vessel is expected to exit the NA-ECA:

Projected number of days the main propulsion engines will be operated in the NA-ECA:

Sulfur Content of Fuel Oil used when entering the NA-ECA:

Sulfur Content of Fuel Oil used while operating in the NA-ECA:

A description of the actions taken to attempt to achieve compliance prior to entering the North American ECA, including a description of the reason why compliant fuel oil was not available (e.g., compliant fuel oil was not available at ports on "interim" basis). Note: The United States government does not consider the cost of compliant fuel oil to be a valid basis for claiming the non-availability of compliant fuel oil. and the dates on which the contact was made.

Enter Text Here: We have had sufficient bunkers onboard to get on with our voyage. As the initial plan looked like we would be being delayed there is a possibility that vessel will start consume all current stock of gasoil and start consuming HFSO. As of now we have no control berthing prospects.

In cases of fuel oil supply disruption, the name of the port at which the vessel was scheduled to receive compliant fuel oil oil.

Enter Text Here: N/A

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, for are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blend.

Enter Text Here: N/A

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, for what you are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends.

Enter Text Here:N/A

Describe the availability of compliant fuel oil at the first port-of-call in the United States, and your plans to obtain that fuel oil.

Enter Text Here: We stemmed for bunkers prior to arriving at Houston. There were some difficulties finding avails, however at the outer anchorage, why we stem for bunkers at KMI Galena park. Bunkers will be taken alongside.

If compliant fuel oil is not available at the first port-of-call in the United States, describe the lowest sulfur content of available States.

Enter Text Here:

current sulfur levels for HFO are 1,84 percent

If the vessel has operated in the North American ECA in the prior 12 months, provide the names of all U.S. ports visited, the

Enter Text Here: the vessel is on TC in to our company so we can only provide information from the TC start which is 21 Mar

Pascagoula 20160323 - 20160326 compliant

Houston 20160328 - 20160403 compliant

Baton Rouge 20160430 - 20160505 compliant

Baton Rouge 20160523 - 201605231 compliant

If the vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States government in the past, and provide details on the dates and ports previously visited while using non-compliant fuel oil.

Enter Text Here: To best of owners knowledge non has been done.

Provide all relevant contact information, including the ship master, ship operator, legal agent in the United States, ship owner, or any other person authorized to answer additional questions relating to claims of fuel oil unavailability and his or her full contact information.

Enter Text Here:

Captain P S Sandhu, Stena Weco - operators (Stena Bulk and Weco), Libyan Medium Range Limited (owners).

Lars Malmbratt, General Manager Bunker, Stena Bulk, **Tel:** +46 31 85 50 80

Mobile: +46 704 85 50 80.

Fuel Oil Non-Availability Report

North American Emmissions Control Area (NA-ECA)

Maetiga
Libya
9386861

(Note: This plan should reflect what is in effect at the time
of the vessel's entry into the North American ECA)

Houston
Santos
Houston

Houston
Santos
Aratau TBC

15 June 2016
Georgetown Cayman Islands

19 June 2016
24 June 2016

2

RMG380 3.5%:
RMG380 3.5%:

description of all attempts that were made to locate alternative sources of compliant fuel oil, and a
ended voyage;" fuel oil supply disruptions at port; etc.
-availability of compliant fuel oil). Include names and addresses of the fuel oil suppliers contacted

d have started loading tomorrow the 22 of june 2106 and sailed the day after, now as the berthing is
f this matter we file this wavier. vsI have a stem and is conirmed for delivery at berth. We cannot

and the name of the fuel oil supplier that is now reporting the non-availability of compliant fuel

or example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or
ds.

or example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or
ds.

oil.

our bunker desk managed to set us up with bunkers. There are currently no bunkers available at

le fuel oil, or the lowest sulfur content of available fuel oil at the next port-of-call in the United

dates of the port calls, and whether the vessel used compliant fuel oil.

2016.

vious 12 months, identify the number of Fuel- Oil Non-Availability Reports previously submitted,

er, and any related parent companies. Also include a designated corporate official who is

The United States government will consider the information submitted in a Fuel Oil Non- Availability Report to be reliable or following affirmation:

"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and correct. I understand that anyone who furnishes false or misleading information on this report or who omits material or information requested on the report may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (18 U.S.C. § 1001)."

Signed:

Oscar Wieslander

Authorized Company Representative

This completed and signed report should be sent to:

1. In the United States by email to:

2. To the vessel's Flag State Administrator

only if the report is signed by an authorized representative of your company and contains the

information is true and complete. I am aware that there are significant penalties for knowingly submitting

marine-eca@epa.gov